

Port of  Sunderland

1947

# ANNUAL REPORT

PRESENTED TO THE

POR T HEALTH AUTHORITY



By

A. S. HEBBLETHWAITE, M.C., M.B., Ch.B., D.P.H.,

MEDICAL OFFICER OF HEALTH FOR THE PORT AND BOROUGH OF SUNDERLAND

Digitized by the Internet Archive  
in 2018 with funding from  
Wellcome Library

<https://archive.org/details/b30147918>

Port of



Sunderland

---

1947

---

# ANNUAL REPORT

PRESENTED TO THE

**P O R T   H E A L T H   A U T H O R I T Y**

By

A. S. HEBBLETHWAITE, M.C., M.B., Ch.B., D.P.H.,

MEDICAL OFFICER OF HEALTH FOR THE PORT AND BOROUGH OF SUNDERLAND

1893, 14111111

1893, 14111111

# Sunderland Port Health Authority

## COMMITTEE :

Alderman J. Cohen, J.P., Chairman.

The Right Worshipful the Mayor  
(Alderman E. Johnston, J.P.)

Councillor Miss E. E. Blacklock, Vice-Chairman.

Alderman W. P. Chalk.  
,, J. Hoy, B.E.M., J.P.  
,, M. Walton.  
,, F. Wilson, O.B.E., J.P.  
Councillor A. Archbold.  
,, C. F. Barrow.  
,, J. C. H. Beswick.  
,, Mrs. K. Cohen.  
,, G. English.  
,, J. N. Lisle.  
,, W. Miller.

Councillor G. Potts.  
,, P. F. Smith.  
,, P. Spiers.  
,, J. A. Thirkell.  
,, J. Tweddle.  
,, A. Watson.  
,, R. T. Weston  
,, H. Wilkinson.  
,, J. W. P. Wilkinson.  
,, J. Young, J.P.

## CO-OPTED MEMBERS :—

Councillor R. Miller.  
,, Miss L. Hill.  
,, Mrs. J. Huggins, J.P.  
R. Miller.  
Dr. D. R. Cramb.  
Dr. A. J. Gilbertson.

## OFFICERS :

### Clerk to the Authority :

G. S. McIntire, B.A., LL B., O.B.E., Town Hall, Sunderland.

### Medical Officer of Health :

A. S. Hebblethwaite, M.C., M.B., Ch.B., D.P.H.

### Deputy Port Medical Officer of Health :

W. H. Suffield, L.R.C.P., L.R.C.S., (L.R.F.P. & S.), L.D.S., R.C.S.

### Port Sanitary Inspector :

C. C. Pickering, Cert. R.S.I., M.F.I.

### Assistant Inspector :

T. J. Richards, M.M., Cert. R.S.I.

### Official Rat Catcher :

C. T. Cawthorne.

### Clerk :

C. R. Hicks.

Meetings :—Monthly, on Wednesday in the second week preceding that in which the Council meets,  
3 p.m.

- Offices of Port Medical Officer of Health and Port Health Inspector : Corporation Quay, Sunderland.  
Office Telephone No. : Sunderland 56178.

# Sunderland Port Health Authority

## ANNUAL REPORT

OF THE

## Medical Officer of Health

FOR THE

**Year ended December 31st, 1947.**

To the Mayor, Aldermen and Councillors of the County Borough of Sunderland acting as the Port Health Authority of the Port of Sunderland.

I hereby submit my Report of work performed in the Port during the year ended 31st December, 1947, which includes :—

1. The prevention of the importation of infectious disease.
2. The prevention of the importation of rat plague.
3. The carrying out of the terms of the International Sanitary Convention 1926, particularly in regard to the granting of Deratination and Deratination Exemption Certificates.
4. The supervision of the hygiene of crew and passenger accommodation in ships.
5. The inspection of imported food.
6. Various other duties such as smoke abatement and the supervision of the general sanitary condition of the Port Health district.

Figures taken from the River Wear Commissioner's "Return of Trade" of the Port, 1947, show an increase upon 1946 of 341 vessels, and an increase of 122,548 register tons. The increase of coasting trade is 142,851 register tons. The increase of European trade is 18,740 register tons. The decrease of beyond-European trade is 39,043 register tons. The exports of coal and coke for 1947 show an increase of 186,983 tons as compared with 1946. Imports show an increase in the following commodities :—Props, Iron Ore, Sugar, Petroleum in bulk, Cement, Wood Pulp, Grain, Sundries.

Changes which occurred in the Port Health Staff during the year were as follows :—

Dr. W. H. Suffield, appointed Deputy Port Medical Officer from 1st January, 1947.

Mr. B. Bell, Port Rat-catcher, resigned 7th July, 1947.

Mr. C. Cawthorne, appointed Port Rat-catcher from 29th September, 1947.

### Boarding of Vessels from Foreign.

During the year under review, 126 vessels arriving from foreign were met immediately on arrival by Officers of the Port Health Authority.

Instructions contained in telegrams received from the Ministry of Health, Whitehall, London, were received in July, September and December, and copies were immediately given, under confidential cover, to H.M. Customs (Waterguard), River Wear Pilotage Authority and Dock and Harbour Superintendent, River Wear Commissioners. Acting upon these instructions medical examination of all persons on board was carried out on vessels arriving from East Baltic, North German ports, North Africa and Egyptian ports, the Levant and Suez Canal area. Vessels arriving from Norway, Denmark, and the nearer Continental ports were visited as soon as practicable during the normal working hours.

Although scheduled to arrive from ports to which the above messages did not obviously refer, it was considered advisable to meet on arrival those vessels which may have called or have had reason to be in the areas enumerated by these telegrams, instances did occur when this had actually happened.

As was the practice last year, all Masters of vessels arriving from foreign were requested to render a Declaration of Health, H.M. Customs have co-operated, and the refusal of any Master to render this Declaration would immediately be notified to the Officers of the Port Health Authority, who would then visit the vessel as early as possible. No refusals were reported.

239 Declarations of Health were rendered during the year. Of these, 187 were rendered under "Article 13 of the Port Health Regulations, 1933."

74 vessels arrived and were boarded outside of normal working hours.

### Duties outside of Normal Working Hours for the year ending 31st December, 1947

Port Medical Officer of Health.	Outside of Normal working hrs. Week-day.	Saturday p.m. and Sunday.	Public Holidays.	Totals.
Meeting of vessels on arrival ...	27½ hrs.	46 hrs.	7½ hrs.	
Sickness ... ... ... ...	4½ hrs.	2 hrs.	Nil.	87½ hrs.
<b>Dept. Port Medical Officer of Health.</b>				
Meeting of vessels on arrival ...	2 hrs.	Nil.	3 hrs.	
Sickness ... ... ... ...	2 hrs.	Nil.	Nil.	7 hrs.
<b>Chief Port Health Inspector.</b>				
Meeting of vessels on arrival ...	75 hrs.	30½ hrs.	13 hrs.	
Sickness ... ... ... ...	7 hrs.	6 hrs.	Nil.	
Fumigations ... ... ... ...	8 hrs.	12 hrs.	3 hrs.	154½ hrs.
<b>Asst. Port Health Inspector.</b>				
Meeting of vessels on arrival ...	13 hrs.	16 hrs.	Nil.	
Sickness ... ... ... ...	2 hrs.	Nil.	Nil.	
Fumigation ... ... ... ...	4½ hrs.	9½ hrs.	11½ hrs.	56½ hrs.
<b>Other Staff of P.H.A.</b>				
Clerk ... ... ... } Rat-catcher ... ... ... }	19½ hrs.	43½ hrs.	7½ hrs.	70½ hrs.

**"Diloma" M/V. 18/3/47. From Trieste-Venice-Haifa.**

A telephone message was received at the offices of the Port Health Authority, Corporation Quay, at 3.15 p.m., stating that a vessel had been driven ashore at Hendon beach, and that survivors, including some injured, were to be landed by the lifeboat at this quay within a few minutes.

At 3.30 p.m., the survivors were landed at the West end of the Corporation Quay: some were accommodated at the Port Health Authority offices, some at the offices of H.M. Customs (Waterguard), and some in a small hut on the quay.

Your Port Medical Officer had been summoned and arrived with three ambulances.

He immediately boarded a tug on which were some of the survivors, at the East end of the quay, superintended the removal of the injured and those suffering badly from shock and exposure, also the bodies of two Chinese members of the crew who had died from the effects of shock and exposure.

These bodies were removed by the Borough Police ambulance to the mortuary.

Your Port Medical Officer of Health then proceeded to the offices of the Port Health Authority, where three Chinese members of the crew who were obviously suffering badly from shock and exposure, had been brought, these men were placed in a bath of hot water and in a few minutes had recovered considerably.

Artificial respiration was given to two Chinese while they were in the offices of the Authority, and they recovered.

After removing by ambulance the more serious cases, twenty-one Chinese remained who were suffering from shock and exposure to a lesser degree, no local agent being available with whom to make arrangements, an emergency call was put through to the Sunderland Transport Department, who provided a Bus, which was on the quay within a few minutes, and these seamen were removed to the Cherry Knowle, E.M.S. Hospital.

Hot tea and cocoa was provided for these distressed seamen as soon as possible after they arrived at the Port Health Authority offices.

A local agent was eventually appointed and arrangements were made for the Officers of the vessel to be accommodated at the British Sailors' Society, Hostel, Murton Street, the agent providing Taxis as a means of transport.

The number removed to the Royal Infirmary were two European Officers and twelve Chinese ratings.

The willing and spontaneous co-operation of the following organisations, resulted in a speedy dispersal of these casualties to the appropriate places of reception:—

Anchor Tugs.

Borough and River Wear Police.

Tyne & Tees Dockers and Stevedores.

H.M. Customs (Waterguard).

Municipal Ambulance Service.

Royal National Lifeboat Institution (Sunderland).

Sunderland Transport Department.

Padre, Missions to Seamen.

Sunderland Pilotage Authority.

The above-mentioned incident has proved the value of a Port Health Office being situated within the Dock Area, and having an immediate supply of hot water available for measures of resuscitation.

An additional supply of blankets and hot water bottles has been obtained for future eventualities of a like nature.

**Boarding of Flying-Boats.**

Passengers arriving by air from outside of the United Kingdom, arrived at this port on the Norwegian Flying-boat "Skycarrier" on the 30th June and 1st July, 1947.

This was the first occasion in the history of this port that civilian passengers have arrived by this means of transportation, and permission was granted by H.M. Customs and Excise and the Civil Aviation Authorities only on condition that all the procedure normally carried out at a recognised Airport was adhered to. The Port Medical Officer of Health, therefore, gave priority to these instructions, and accordingly the plane was met on arrival each day by your Port Medical Officer of Health and Officers of the Port Health Authority.

The passengers, 24 in all, were medically examined before being allowed to land, the crew of the plane were subject to the same measures.

The passengers were members of the crew of the new Swedish vessel "Aida," and were flown to this country because all passenger accommodation was fully booked aboard vessels plying between Sweden and Britain.

As an innovation it was highly successful, and it is hoped that this experiment may be repeated.

The recommendation was made that the upper reaches of the River, within the Port area, might be surveyed in case of inclement weather outside the harbour, making future landings impossible.

#### Foreign Fishing Vessels.

A number of Danish, Norwegian and Swedish fishing vessels were licensed to land fish in this port during the year.

A complaint was received from H.M. Customs (Waterguard) that these vessels did not, upon arrival by day, display the "Q" flag, or display the red and white lights at night, as provided for in the Port Health Regulations, 1933 and 1945.

It was realized that difficulty would be experienced in prosecuting anyone illegally boarding these vessels while no signals were displayed signifying that they had arrived from foreign; accordingly the Vice-Consuls of Sweden, Denmark and Norway were informed and copies of the Regulations forwarded to them.

Mr. S. C. Wright, Swedish Vice-Consul, Sunderland, accompanied by Mr. H. Barlind, B.Sc. (Economics), Assistant to the Agricultural Counsellor of the Swedish Legation, London, called at the Port Health Authority Offices on 24/7/47, with reference to the reported infringement of the above Regulations, by the Swedish fishing vessels entering the port.

Mr. Barlind undertook to report to the Swedish Legation and stated that arrangements would be made to have the vessels equipped with the necessary signals.

The condemnation of a quantity of fish landed from two of these vessels, was also the subject of an amicable discussion.

A communication from Mr. P. B. Cameron, Danish Vice-Consul, Sunderland, stating, "I have now a letter from Consul Mr. Madsen, O.B.E., Royal Danish Consul in Newcastle-upon-Tyne, to the effect that the matter raised by you in relation to Danish Fishing Vessels conforming to the Port Sanitary Regulations is being taken up through the authorities concerned," was received on the 23rd June, 1947.

#### "Illegal Boarding."

13/8/47, S/S. "Springtide," arrived from Lovkolmen—Sandrik—Kiel.

The vessel was boarded by an Officer of this Authority, who found on board four persons who had boarded illegally, the vessel not having been cleared by either H.M. Customs or an Officer of the Port Health Authority.

The "Q" flag was still flying when boarded by the Officer, who interviewed these persons and noted their names and addresses.

Legal proceedings were instituted against them on September 5th, 1947, all pleaded guilty, and the following penalties were imposed :—

3 persons—first offence—fined £5.  
1 person—second offence—fined £10.

#### Removal of Refuse.

The removal of refuse from vessels is still proving a vexacious question. During past years it has been possible to arrange for the refuse to be covered over with ashes and allow it to remain on deck during the vessels' stay in port. There is now an increase in the number of motor vessels using the port, and difficulty is experienced on this type of vessel, inasmuch as having no boiler fires, there is, of course, no ashes, and the refuse must of necessity lie about the decks. The private individual to whom the river Wear Commissioners have given permission to collect galley refuse, does not collect the empty food tins often found lying on deck, and no provision has been made for refuse collection should he be unable to collect through sickness or other reasons. The solution seems to be in the River Wear Commissioners or the Corporation of Sunderland accepting full responsibility for this refuse removal from vessels in the port.

#### Water Boats.

The water boats carrying supplies of fresh water to vessels in the Docks and River have been regularly inspected and found to be maintained in good sanitary condition.

#### Work under Articles 19-21 (Deratification of Ships).

This has resulted in the issue of 14 Deratification and 78 "Exemption" Certificates, a total of 92 Certificates compared with 88 Certificates issued last year.

Financial payments to the Borough Treasurer as a result of work carried out in connection with examination of vessels, for the purpose of issuing these Certificates totalled £169 1s. 0d.

Deratification "Exemption" Certificates issued to new vessels built in the port totalled 33.

In some instances, suggestions by the Officers of the Port Health Authority staff for the provision of rat-proofing to various compartments of the vessels were readily carried out by the builders, to whom thanks are due for this measure of co-operation.

Certificates were issued to the owners or agents of vessels of the following nationalities :—Argentina 3, Belgium 1, China 1, Denmark 3, Finland 1, France 1, Germany 1, Greece 1, Holland 15, Norway 5, Portugal 1 and Sweden 5.

#### OTHER DUTIES OF THE PORT MEDICAL OFFICERS.

The International Quarantine Directory gives the following passage regarding the duties of a Port Medical Officer :—

#### Hygiene of Ships.

" So far as the Mercantile Marine is concerned, one of the most important duties imposed on Port Health Authorities is that of dealing with conditions on board ship adversely effecting the health of the crews, and with insanitary conditions found on ships.

In certain directions when dealing with nuisances on board ship, where structural alterations would be required for the abatement of the nuisance, the powers of the Port Health Officers are concurrent with those of the Surveyors appointed by the Board of Trade."

During the year under review defects found on board of three vessels were reported to the Ministry of Transport Surveyors.

Complaints have frequently had to be made to the Masters of vessels with regard to the dirty condition of bedding, and also of the dirty condition of the crew's quarters, in the latter case, especially when the crew of a vessel have been paid off at this port.

In many instances investigations have proved that the bedding has not long been in use, and it is therefore incumbent upon Masters and Officers when making regular inspections of the crew's accommodation to insist upon the bedding in use being displayed for their inspection.

The problem of accommodation being left in a dirty condition when the crew are paying off, is one that requires more careful consideration.

Crews when joining a vessel insist upon the accommodation being of a high standard of cleanliness, and it is only right that men should leave accommodation in the same good condition as that in which they would expect to find it on joining the vessel.

It is obvious that on paying-off day the Master is much too busy to inspect crews' accommodation when the last man has gone ashore, and it seems that some formula is necessary to ensure that no crew should be paid off until the accommodation is certified to be clean.

Accommodation provided by new vessels built in the port during the year has attained a much higher standard of comfort and hygiene, and it is to be hoped that the provision of such, will invoke consideration by members of crew which unfortunately so often is apparently lacking.

Your Medical Officer took the opportunity of visiting Sweden, travelling on board of a Danish vessel of approximately 7,000 gross tons, which was temporarily engaged in the "Iron Ore Trade"; the cleanliness of everything on board was exemplary.

Opportunity was taken to contact Port Health officials in some of the Swedish ports.

#### New Premises.

The new premises for the Port Health Authority were officially opened on the 8th April, 1947.

The offices are situate at the West end of the Warehouse, on the first floor, an opportunity has been taken to provide a Medical Officers' and Inspectors' room, a Clerk's room, Seamen's waiting room, together with adequate sanitary accommodation.

#### V.D. Clinic.

It has been found upon enquiry that seamen objected, being strangers to the town, in displaying to Bus or Tram conductors; or other members of the public, the cards referring to times of Clinics for the treatment of V.D. at the Royal Infirmary, Sunderland.

It should be borne in mind that the display of these cards by none-English-speaking foreign seamen were the only means they had to endeavour to ascertain the whereabouts of the Clinic.

In these circumstances opportunity has been taken to equip the new offices as a V.D. Clinic, which is centrally situate for both Docks and River area, the regular attendance of the Port Anti-V.D. Doctor and staff has also been arranged.

### Disinfection.

On one occasion notification was received that four men waiting to load a lorry with boxes of fish at the Sunderland Fish Quay had been in contact with some bedding and clothing belonging to a patient suffering from Scarlet Fever, and the employer was anxious that some disinfection should be carried out, before they handled any foodstuffs.

They were brought to the Port Health Authority Offices, bathed under the shower, and water containing a disinfectant, their clothing sprayed with a disinfectant solution, and then instructed to carry on with their duties.

Little danger of infection ever existed, but the people concerned were satisfied that everything possible had been done to protect them, the reaction was undoubtedly psychological, but it has established the fact that assistance, or advice, in any similar circumstances, is readily available at the Offices of the Port Health Authority.

### Port Welfare Committee.

Port or Regional Welfare Committees, under the direct supervision of the " Merchant Navy Welfare Board," are provided for in the reconstitution of the Port Welfare Committees.

The " Merchant Navy Welfare Board " is established in London, and consists of twenty-eight members : eight representatives from the Shipowners, eight representatives from the Seafarers' Unions and Associations, eight representatives from the Voluntary Societies concerned with seafarers and four representatives from the appropriate Government Department or Departments.

These latter are : Ministry of Labour and National Service, Ministry of Transport, Ministry of National Insurance, and Colonial Office.

In my opinion " Welfare " should include such things as education upon elementary hygiene, and it is perhaps regrettable that the Ministry of Health, who are actively engaged in improving the environmental conditions of all seafarers, should not be represented upon this Board.

A representative from the Port Health Authority has been elected as a member of the Local Port Welfare Committee, this will do much to forward the co-operation which has been extended to this Authority, by the other departments whose representatives are also members of this Committee.

### Launch Facilities.

The Sunderland Port Health Authority do not possess any launch ; arrangements, however, have been made with the concurrence of the River Wear Watch Commissioners and the Chief Constable, Mr. G. H. Cook, for the launch of the River Wear Police to be placed at the disposal, in certain circumstances, of the Officers of the Port Health Authority. These arrangements include the conveyance of the Port Health Authority Officers to vessels lying at the buoys in the river, when such vessels have arrived from an infected or suspected port or area. The removal of any cases of sickness, including Infectious Disease, from any vessel lying at the river buoys, to a suitable landing place on shore where an ambulance could be waiting. Where a case of Infectious Disease is landed by launch, the launch would be disinfected as soon afterwards as possible.

It must be borne in mind that these arrangements are subject to the exigencies of the River Police Service, and that at some time the launch may not be available, being engaged on police duties.

Until such time as a launch is provided for the exclusive use of the Port Health Authority, the arrangements enumerated above will have to serve.

### V.D. among Seamen.

The number of seamen treated at the V.D. Clinic continues to increase, and the perusal of the follow up cards carried by these men, show that the majority are attending conscientiously at various ports of call for treatment and for surveillance.

It is possible that a number of fresh cases are being missed because the Clinic at the Royal Infirmary is too far from the Docks.

The establishment of a department at the Corporation Quay had to be postponed because of delay in obtaining medical equipment from the instrument makers, but it is hoped to develop this department efficiently within the next few months.

### Port Facilities.

Projects for improving the facilities of the Port of Sunderland, and thereby increasing the sea-borne commerce of the town, were commenced during 1947.

### Co-operation with Ministry of Agriculture and Fisheries.

The Port Health Authority were requested by the above Ministry, to allow their Officers to co-operate by reporting immediately any instances of "Colorado Beetle" being found among cargoes of potatoes, or potatoes comprising ships' stores. No case occurred in this port during the year.

For a number of years the Officers of the Authority, also, at the request of the above Ministry, have carried out inspections to ascertain that the conditions with regard to the importation of "Esparo Grass" into the port, were being complied with.

### Inspection of Imported Food.

It was decided that Food Inspection, in this port, and the various Official Forms in use, could be improved and a request to the Port of London Health Authority, for permission for the Chief Port Health Inspector to be allowed at least three days with the Food Inspectors of that Authority, brought a ready and willing response.

Sincere thanks are therefore due to Dr. M. T. Morgan, Medical Officer of Health, Port of London Health Authority and his staff, for such willing and extremely helpful assistance.

### Co-operation.

I wish to record my thanks for the valuable assistance given by H.M. Collector of Customs and his staff, the Officers of the River Wear Commissioners, H.M. Coastguard, River Wear Pilotage Authority, River Wear Police, and Shipping Agents, who have so willingly co-operated with the Port Health Authority.

A. S. HEBBLETHWAITE,

Port Medical Officer of Health.

Port Health Authority Offices,  
Corporation Quay, Sunderland.  
June, 1948.

## I. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR.

TABLE A.

	Number	Tonnage	No. Inspected		Number reported to be defective	Number of vessels on which defects were remedied	Number of Vessels on which defects were found and reported to Ministry of Transport Surveyors	Number of Vessels reported as having, or having had, during the voyage infectious disease on board
			By the Medical Officer of Health	By the Sanitary Inspector				
<b>FOREIGN.</b>								
Steamers...	119	146,290	49	97	24	21	2	1
*Motor ...	91	42,566	17	81	7	7	—	Nil
Sailing ...	—	—	—	—	—	—	—	Nil
Fishing ...	53	1,037	—	53	—	—	—	Nil
Flying Boats ...	2	—	2	2	—	—	—	Nil
Total Foreign ...	265	189,893	68	233	31	28	2	1
<b>COASTWISE.</b>								
Steamers...	1,543	1,030,767	12	1,437	128	111	1	Nil
*Motor ...	358	118,289	5	336	11	7	Nil	Nil
Sailing ...	1	—	—	—	—	—	Nil	Nil
Fishing ...	—	—	—	34	—	—	Nil	Nil
Total Coastwise	1,902	1,149,056	17	1,807	139	118	1	Nil
Total Foreign and Coastwise ...	2,167	1,338,949	85	2,040	170	146	3	1

\*Includes mechanically propelled vessels other than steamers.

NOTE.—The figures given above in Columns 1 and 2 are supplied by the courtesy of H.M. Collector of Customs and Excise, Sunderland.

The following figures show the number of vessels of each nationality inspected:—

ARGENTINE	...	...	...	...	...	...	...	...	4
BELGIAN	...	...	...	...	...	...	...	...	3
CANADA	...	...	...	...	...	...	...	...	1
CHINA	...	...	...	...	...	...	...	...	1
DANISH	...	...	...	...	...	...	...	...	32
DUTCH	...	...	...	...	...	...	...	...	69
FINNISH	...	...	...	...	...	...	...	...	6
FRENCH	...	...	...	...	...	...	...	...	8
GERMAN	...	...	...	...	...	...	...	...	19
GREEK	...	...	...	...	...	...	...	...	5
ITALIAN	...	...	...	...	...	...	...	...	1
NORWEGIAN	...	...	...	...	...	...	...	...	25
PANAMANIAN	...	...	...	...	...	...	...	...	2
PORTUGUESE	...	...	...	...	...	...	...	...	1
SPANISH	...	...	...	...	...	...	...	...	1
SWEDISH	...	...	...	...	...	...	...	...	67
BRITISH	...	...	...	...	...	...	...	...	1,795
							Total	...	2,040

## II. CHARACTER OF TRADE OF PORT.

TABLE B.

## (a). Passenger Traffic during 1947.

The Port of Sunderland is not an accredited Aliens' Port, therefore, no passenger traffic exists.

A small number of passengers, in all 76, did, however, disembark during the year, all of whom were examined by the Port Medical Officer of Health before being allowed to land. In addition, 3 Stowaways were medically examined. 185 passengers either inward, or outward, were recorded on vessels at time of boarding. In some cases these passengers were members of the families of the Masters and Officers of the vessels concerned.

## Passenger Traffic, 1947.

Total Number of Alien Passengers.	Total Number of British Passengers.	No. of Seamen under Contract to join Ships in British waters	Stowaways.	Total Number of Passengers.
Landed ... ... 23	Landed ... ... 29	24	3	Landed ... ... 76
Embarked ... ... 35	Embarked ... ... 30			Embarked ... ... 65

The above figures supplied by the courtesy of Mr. S. Rose, H.M. Immigration Officer.

## (b). Cargo Traffic.

## Principal Imports—

Timber	...	...	...	...	...	...	30,452	Tons.
Props	...	...	...	...	...	...	31,945	"
Iron Ore	...	...	...	...	...	...	144,549	"
Grain	...	...	...	...	...	...	13,616	"
Esparto Grass	...	...	...	...	...	...	6,198	"
Sugar	...	...	...	...	...	...	5,485	"
Petroleum in Bulk	...	...	...	...	...	...	90,317	"
Cement	...	...	...	...	...	...	40,010	"
Wood-Pulp	...	...	...	...	...	...	1,750	"
Sundries	...	...	...	...	...	...	42,695	"

## Principal Exports—

Coal and Coke	...	...	...	...	...	...	2,491,869	Tons.
Machinery	...	...	...	...	...	...	8,469	"
Pitch and Tar	...	...	...	...	...	...	8,832	"
Creosote Oil	...	...	...	...	...	...	3,001	"
Petroleum and Benzol	...	...	...	...	...	...	21,227	"
Boxings	...	...	...	...	...	...	1,046	"
Sundries	...	...	...	...	...	...	10,139	"

During the year 1947, the total number of vessels cleared from the port was 2,163, an increase of 341 on that of the preceding year.

Those engaged in the Coasting Trade numbered 1,938, and in the European Trade 184, while 41 were trading beyond Europe.

The register tonnage of the vessels amounted to 1,450,792 register tons, compared with 1,328,244 register tons in 1946.

	1947		1946		1947	1946	1947
	Vessels	Reg. Tons	Vessels	Reg. Tons	Per cent. of aggregate Tonnage	Average Tonnage of Vessels	
Coasting Trade	1,938	1,169,383	1,633	1,026,532	80.6	77.3	603
European	184	154,932	140	136,192	10.7	10.2	842
Beyond Europe	41	126,477	49	165,520	8.7	12.5	3,085
Total Trade	2,163	1,450,792	1,822	1,328,244	100.0	100.0	671

The particulars of these ships, as regards tonnage, are seen in the following table:—

	Net Register	...	...	...	...	...	1947	1946	Increase	Decrease
							No. of Vessels			
Under 150 Tons	...	...	...	...	...	...	414	356	58	—
150 and under 250	...	...	...	...	...	...	256	169	87	—
250	350	...	...	...	...	...	144	100	44	—
350	500	...	...	...	...	...	319	262	57	—
500	750	...	...	...	...	...	285	248	37	—
750	1,000	...	...	...	...	...	287	314	—	27
1,000	2,000	...	...	...	...	...	402	307	95	—
2,000	3,000	...	...	...	...	...	20	21	—	1
3,000	4,000	...	...	...	...	...	19	13	6	—
4,000	5,000	...	...	...	...	...	13	26	—	13
5,000 and upwards	...	...	...	...	...	...	4	6	—	2
		Total	...	2,163		1,822		384		43

The above table shows, in comparison with 1946, an increase of 58 vessels under 150 tons ; an increase of 87 vessels 150—250 tons ; an increase of 44 vessels of 250—350 tons ; an increase of 57 vessels 350—500 tons ; an increase of 37 vessels 500—750 tons ; a decrease of 27 vessels 750—1,000 tons ; an increase of 95 vessels 1,000—2,000 tons ; a decrease of 1 vessel 2,000—3,000 tons ; an increase of 6 vessels 3,000—4,000 tons ; a decrease of 13 vessels 4,000—5,000 tons ; a decrease of 2 vessels 5,000 tons and upwards.

(Taken from the River Wear Commissioners' "Return of the Trade of the Port of Sunderland for the year ending 31st December, 1947," by courtesy of Mr. A. H. J. Bown, General Manager and Clerk).

## (c). Foreign Ports from which Vessels arrive.

<b>Aden</b> ...	...	...	...	...	...	Buenos Aires.
<b>Argentine</b> ...	...	...	...	...	...	Oran, Algiers, Bougie, Bona, Nemours, Arzew, Sousse and Benisaf.
<b>Algeria</b> ...	...	...	...	...	...	Melbourne.
<b>Australia</b> ...	...	...	...	...	...	Ghent, Antwerp and Ostende.
<b>Belgium</b> ...	...	...	...	...	...	Rio de Janeiro.
<b>Brazil</b> ...	...	...	...	...	...	St. Vincent.
<b>British West Indies</b> ...	...	...	...	...	...	Halifax, N.S., Three Rivers, Montreal, Yarmouth, N.S., and Dalhousie.
<b>Canada</b> ...	...	...	...	...	...	Famagousta.
<b>Cyprus</b> ...	...	...	...	...	...	Colombo.
<b>Ceylon</b> ...	...	...	...	...	...	Port Alfred.
<b>Cape of Good Hope</b> ...	...	...	...	...	...	Copenhagen, Ejerslev, Struer, Aarborg, Sundby, Allinge, Middlefart, Thisted, Skagen, Frederickshavn, Fredericia.
<b>Denmark</b> ...	...	...	...	...	...	Curacao.
<b>Dutch West Indies</b> ...	...	...	...	...	...	Port Said, Suez, Alexandria.
<b>Egypt</b> ...	...	...	...	...	...	Helsingfors, Kotka, Abo, Marinka, Hamina, Lapaluoto, Toppila, Rafso, Rauma.
<b>Finland</b> ...	...	...	...	...	...	Caen, Dunkirk, Granville, Dieppe, Rouen.
<b>France</b> ...	...	...	...	...	...	Casablanca.
<b>French Morocco</b> ...	...	...	...	...	...	Hamburg, Stettin, Emden, Lubeck, Kiel, Bremen, Cuxhaven, Rostock.
<b>Germany</b> ...	...	...	...	...	...	Seriphos, Milos, Salonika, Piræus.
<b>Greece</b> ...	...	...	...	...	...	Gibraltar.
<b>Holland</b> ...	...	...	...	...	...	Rotterdam, Delfzyl, Amsterdam, Ymuiden, Harlingen.
<b>Iran</b> ...	...	...	...	...	...	Abadan.
<b>Italy</b> ...	...	...	...	...	...	Trieste, Venice, Spezia, Naples, Savona, Cagliari (Sardinia).
<b>Kenya</b> ...	...	...	...	...	...	Mombassa.
<b>Malta</b> ...	...	...	...	...	...	Lagos.
<b>Nigeria</b> ...	...	...	...	...	...	Haugesund, Narvik, Bergen, Lynfjord, Oslo, Egersund, Halse, Drammen, Flekhefjord.
<b>Norway</b> ...	...	...	...	...	...	Panama.
<b>Palestine</b> ...	...	...	...	...	...	Haifa, Beirut.
<b>Philippine Island</b> ...	...	...	...	...	...	Manilla.
<b>Poland</b> ...	...	...	...	...	...	Gdynia.
<b>Portugal</b> ...	...	...	...	...	...	Lisbon.
<b>Portuguese East Africa</b> ...	...	...	...	...	...	Beira.
<b>Spain</b> ...	...	...	...	...	...	Hornillo, Gijon, Almeria, Bilbao.
<b>Spanish Morocco</b> ...	...	...	...	...	...	Melilla.
<b>Sweden</b> ...	...	...	...	...	...	Gothenborg, Halmstad, Malmo, Norrkoping, Oxelosund, Sundsvall, Soderhamn, Ystad, Ocero, Ockero, Lulea, Oskarshamn, Halsa, Trelleborg, Nykoping, Umea, Carlshamn, Gefle, Lysekil.
<b>Tanganyika</b> ...	...	...	...	...	...	Dar-es-Salaam.
<b>Tunisia</b> ...	...	...	...	...	...	Bizerta, Tunis, Sfax.
<b>U.S.A.</b> ...	...	...	...	...	...	Portland (Oreg.), Norfolk (Va.), Boston (Mass.), Sanfrancisco. New York, Houston, Goodhope.
<b>U.S.S.R.</b> ...	...	...	...	...	...	Archangel

### III. WATER SUPPLY.

#### (1). Source of supply for (a) The Port.

The water for the port is supplied by the Sunderland and South Shields Water Company. The water is derived from deep wells sunk in the magnesium limestone rock and from the Burnhope Reservoir catchment area, approximately 45 miles to the West in the Durham hills.

#### (b). Shipping.

The water supplied to shipping is principally derived from deep wells and boreholes in the magnesium limestone.

#### (2). Hydrants and hosepipes : What precautions are taken against contamination.

Most of the hydrant chambers are in very good condition, those on the Corporation Quay have been fitted with drain holes which allows any surface water which may find its way into the chambers to be immediately drained off into the river. When the hydrants are not in use, wood plugs are inserted or brass screw-caps placed in position.

The hosepipes are carried about in a barrow kept for that purpose, and the ends are covered by small canvas covers attached to the hoses by means of lanyards. Vessels lying at the quays and wharves are supplied direct from the hydrants.

#### (3). Number of water boats and their sanitary condition.

Those vessels which are moored at buoys in the river and docks are supplied from the water boats which are two in number. These have been regularly inspected and found to be kept in a cleanly condition. One of the above-mentioned water boats serving the docks is built of wood, and carries the water in specially constructed wooden tanks so arranged as to leave a space varying from 6 to 10 inches between the shell of the vessel and the tank, thus preventing contamination by bilge water or from other sources. The remaining boat, which serves the river area, is of a modern type, constructed of steel, and carries the water on the skin (i.e., the hull being the tank). This method of carrying water is more open to risk of contamination from outside sources than in the case of the wooden vessel, as, should any damage be done to the shell plating, the water in the boat would be contaminated by river water and sewage ; this would be especially dangerous in the case of leaky rivets, contamination from which would probably take some time to discover. The rubber boots worn by the men whilst cleansing the interior of the boats serve a useful purpose in preventing unnecessary contamination of the water.

On the 9th of September, 1947, a sample of water was taken from the water boat "Olive Branch 2" and submitted by the Bacteriologist, Dr. H. A. Cookson, to Bacteriological examination.

The above sample was returned on September the 12th as Class IV. ; orders were issued to the owner of the water boat to cleanse the boat during the week-end.

On the 15th of September, a sample was again taken from the water boat, and also from the supply hydrant.

Certificates received from the bacteriologist on the 18th September stated, B.Coli test positive, 1c.c. or less, in both samples.

Notice was thereupon served on the owner of the water boat to cleanse the boat and refrain from loading water at the hydrant mentioned above, and that arrangements should be made for an alternative supply and that a further sample would be taken upon receipt of an intimation from him that the water boat had been cleansed and refilled from some other source of supply.

The Water Company were informed of the result of the bacteriological examination, and they arranged for one of their Chemists to take further samples for analysis, that same day.

On the 19th of September, samples were taken from the water boat "Olive Branch 2" hydrant No. 3 spouts, Lambton Drops and hydrant West of Hetton Drops (original source of supply).

On September 23rd, the Bacteriologist's Report read as follows:—

"Olive Branch 2" ... ...	Class I.
"Hydrant No. 3 Spouts" ... ...	Class I.
"Hydrant Hetton Quay" ... ...	Class I.

Notice was given to owner of water boat "Olive Branch 2" that he could now use hydrant West of Hetton Drops for filling up water boat with water intended for domestic consumption.

During the past year 13 samples from the water boats and hydrants were submitted to the Municipal Bacteriologist; the results of the examinations are summarised in the following table:—

1947.

Source.	Number of Samples.	Class 1.	Class 2.	Class 3.	Class 4.	Total.
Water Boats ... ...	10	7	1	Nil	2	10
Hydrants ... ...	3	2	Nil	Nil	1	3

Class 1.—A water containing no B.Coli in 100 c.c. of water.—Satisfactory.

Class 2.—B.Coli test positive in 100 c.c. negative in 10 c.c.—Doubtful.

Class 3.—B.Coli test positive in 10 c.c. negative in 1 c.c.—Unsatisfactory.

Class 4.—B.Coli test positive in 1 c.c. or less.—Bad.

#### IV. PORT HEALTH REGULATIONS, 1933 & 1945.

##### (1). Arrangements for dealing with Declaration of Health.

Before pratique is granted, the Master of a foreign-going vessel arriving from a foreign port must ascertain the state of health of all persons on board and sign a "Declaration of Health" in the prescribed form. When completed the Declaration is handed to the Customs Officer or Officer of the Port Health Authority, whoever is the first to board the vessel. Officers of the Port Health Authority when boarding vessels from foreign before the Customs, give an "All Clear" Certificate, which is delivered to the Customs Officer who subsequently boards the vessel.

Arrangements have been made whereby signed Declarations of Health which have been tendered to Customs Officers, are collected as soon as possible from the Waterguard Offices by the Port Health Inspectors who check them when visiting the respective ships.

Declaration of Health forms are issued to Masters by Customs and Port Health Officers, also at the Custom House when outward bound vessels are clearing for foreign.

The number of Declarations of Health rendered to the Port Health Authority during 1947 was 239, compared with 148 for the preceding year, none of which reported infectious disease on board on arrival. It should, however, be borne in mind that 52 Declarations of Health were rendered upon request from Masters of vessels trading between the Elbe and Brest who normally would not have rendered such a Declaration.

##### (2). Boarding of Vessels on arrival.

During the year under review, 126 vessels arriving from foreign were met immediately on arrival by Officers of the Port Health Authority.

Acting upon instructions contained in telegrams received from the Ministry of Health, Whitehall, London, medical examination of all persons on board, was carried out on vessels arriving from East Baltic, North German ports, North Africa, and Egyptian ports, Levant, and Suez Canal area.

Although scheduled to arrive from ports to which the above messages did not obviously refer, it was considered advisable to meet on arrival those vessels which may have called at, or have had reason to be in these areas and instances did occur when this actually happened.

Vessels arriving from Norway, Denmark and the nearer Continental ports were visited as soon as practicable during the normal working hours.

As was the practice last year, all Masters of vessels arriving from foreign were requested to render a Declaration of Health. H.M. Customs have co-operated, and the refusal of any Master to render this Declaration, would immediately be notified to the Officers of the Port Health Authority, who would then visit the vessel as easily as possible. No refusals were reported.

74 vessels arrived and were boarded outside of normal working hours.

**(3). Notification to the Authority of Inward Vessels requiring special attention (wireless messages, land signal stations, information from Pilots, Customs Officers, etc.)**

The provision of the Port Sanitary Regulations of 1933 relating to wireless messages apply to the Port of Sunderland :—

The Master of any foreign-going ship fitted with wireless transmitting apparatus, on approaching the Port of Sunderland from a foreign port, is accordingly required to send a wireless message to the Health Authority if any person on board has symptoms which may be indicative of infectious disease other than tuberculosis, or if there are any circumstances requiring the attention of the Port Medical Officer.

The Sunderland Port Health Authority have adopted "PORTELTH" as their telegraphic address.

Ships will be entitled to send to the Port Health Authority messages in the code laid down in the 1931 International Code of Signals.

The Radio Signals with which the Port Health Authority are concerned are given in Volume II.

If agents desire that the required messages should be sent through them, the Port Medical Officer of Health should be satisfied that arrangements can be made for prompt transmission of such messages to his office, his residence, or the residences of the Port Health Inspectors, as may be necessary, within the time limits prescribed by the Regulations.

**List of Approved Agents.**

Allan Black & Co. (Albyn Line Ltd.) ... ... ...	... ...	Midland Bank Chambers, Sunderland.
Common Brothers Ltd. (Home Lime Limited) ... ...	... ...	10 Park Terrace, Sunderland.
Irving, T. G. (Vice-Consulate for Norway) ... ...	... ...	Central Buildings, West Sunniside, Sunderland.
Joplin, Wm. & Co. ... ... ... ...	... ...	10 Park Terrace, Sunderland.
Laing, I. W. .... ... ... ...	... ...	34 West Sunniside, Sunderland.
Marshall, J. F. & Son (Netherlands Consulate) ...	... ...	48 West Sunniside, Sunderland.
Marshall, S. & Co. ... ... ... ...	... ...	22 John Street, Sunderland.
Wright, S. C. & Co. (Vice-Consulate for Sweden, Vice-Consulate for Finland) ... ... ... ...	... ...	29 West Sunniside, Sunderland.
Trapp & Co.... ... ... ...	... ...	29 West Sunniside, Sunderland.

Arrangements are also made for notification of the Port Health Authority by the Customs or Pilots of vessels requiring special attention on arrival in port.

**(4). Mooring Stations designated under Article 10 :** (a) **within the docks**, (b) **outside the docks**

In every district one or more mooring stations within the docks shall be established by the Port Health Authority with the concurrence of the Customs Officer and the Harbour Master, in such a situation as to enable a ship to be moored without coming into contact with other ships or with the shore.

The mooring stations established by this Authority with the concurrence of the Collector of Customs and the Dock and Harbour Master, are : (a) for dock-bound vessels, the South tier buoys, East side, South Dock ; (b) for river-bound vessels, the Low tier buoys in the river.

**(5). Particulars of any standing exemptions from the provisions of Article 14.**

Where a ship (whether a foreign-going ship or not) arrives in a district from a foreign port, and it appears to the Customs Officer, from answers to questions in a Declaration of Health or from answers to enquiries made by him, or otherwise—

- (a) that during the voyage (or where the voyage has lasted more than six weeks, during the last six weeks) there has been on the ship a death from illness suspected to be of an infectious nature or a case of such illness ; or
- (b) that the ship has called at a port or seaboard included in the list referred to in Article II ; or
- (c) that during the voyage (or, where the voyage has lasted more than six weeks, during the last six weeks) plague has occurred or been suspected amongst rats or mice on the ship, or sickness or death not attributable to poison or other measures for destruction has occurred amongst the rats or mice on the ship ;

he shall direct that the ship shall be taken to and detained at a mooring station unless the Medical Officer or other Officer of the Health Authority otherwise allows.

Arrangements have been made with the Collector of Customs for standing exemption from detention, under Article 14, in the following instances :—

- (a) Vessels arriving with minor infectious disease.
- (b) Vessels arriving from infected ports with clean Declaration of Health.
- (c) Vessels from infected ports with minor infectious disease on board.

Vessels under the above-mentioned headings are allowed to proceed to their normal place of mooring, loading or discharge under a modified form of pratique, the Port Medical Officer of Health notified of their arrival, and Article 16 put into operation.

**(6). Experience of working Article 16.**

Where a ship arrives in a district from a foreign port, no person other than a Pilot, a Customs Officer, an Immigration Officer or a person acting in the execution of the regulations shall, without the permission of the Medical Officer or other authorised Officer of the Health Authority, board or leave the ship until it is free from control under these regulations, and the Master shall take all steps necessary to secure compliance with the provision.

**Illegal Boarding.**

A letter of warning was sent to one individual who had illegally boarded a vessel, he has not repeated this offence.

The successful prosecution of four other persons has already been referred to in the foreword of this Report.

**(7). What, if any, arrangements have been made for :—**

- (a). Premises and waiting rooms for medical examination.

The new premises for the Port Health Authority, situate at the Corporation Quay, are now occupied. A waiting room for the medical examination of seamen has been incorporated.

(b). Cleansing and disinfection of ships, persons and clothing and other articles.

Disinfection of ships for the purpose of preventing the spread of infectious disease is carried out by the inspectorial staff. Persons, bedding, clothing and other articles are removed to the Borough Infectious Diseases Hospital for cleansing and disinfection where ample facilities exist. Where necessary, bathing arrangements could be carried out at the above-mentioned premises.

(c). Premises for temporary accommodation of persons for whom such accommodation is required for the purpose of the Regulations.

Temporary accommodation of persons under the above-named heading is available at the Borough Infectious Diseases Hospital.

(d). Hospital accommodation available for plague, cholera, yellow fever, smallpox and other infectious diseases.

The accommodation available for plague, cholera, yellow fever, and other infectious diseases, with the exception of smallpox, is at the Borough Infectious Diseases Hospital. Cases of smallpox are removed to the Sunderland and South Shields Joint Smallpox Hospital at Whiteleas.

**(e). Ambulance Transport.**

Motor ambulances are available at any time during the day or night for the purpose of removing infectious cases to hospital.

**(f). Supervision of Contacts.**

Contacts are medically examined and kept under observation on board, and if allowed to leave the vessel are supplied with pre-paid reply postcards (P.S.3) for the purpose of notifying any change of address within 14 days of disembarkation. The names and destinations given by person allowed to leave under Article 16 are forwarded to the Medical Officer of Health of such districts.

**(8 & 9). Arrangements for the bacteriological or pathological examinations of rats for plague or for other bacteriological or pathological examinations.**

This examination is carried out by the Pathologist and Bacteriologist to this Authority, Dr. J. T. Wilson, M.D. B.Sc., Bacteriologist, Sunderland Royal Infirmary.

**(10). Arrangements for the diagnosis and treatment of Venereal Disease among sailors under International arrangements.**

The Corporation Clinic for the diagnosis and treatment of venereal disease for the Ports of Sunderland and Seaham Harbour is at the Royal Infirmary, Sunderland. Enquiries are made as to the existence of venereal disease on vessels, the facilities for treatment are pointed out and printed cards, conveying information on the dangers of venereal diseases, together with the times of clinics, are distributed freely among seamen. Posters and handbills are also displayed at suitable positions in the Port area.

The number of seamen treated at the V.D. Clinic continues to increase, and the perusal of the follow up cards carried by these men, show that the majority are attending conscientiously at various ports of call for treatment and for surveillance.

**(11). Arrangements for the Interment of Dead.**

Dead bodies brought into the Port by ship are examined on board by the Port Medical Officer of Health, and then ordered to be removed to the mortuary at the General Hospital, to await the necessary inquest. If cause of death is of a non-infectious nature, the onus of arranging for interment is upon the Master or Agent.

**(12). Other matters, if any, requiring or receiving attention.**

None.

TABLE C.

## Cases of Infectious Sickness landed from Vessels.

Disease.	No. of cases during 1947.		No. of Vessels concerned.	Average for past 5 years.
	Passengers.	Crew.		
Chicken Pox ...	...	—	—	—
Continued Fever ...	...	—	—	—
Diphtheria ...	...	1	1	.6
Dysentery ...	...	—	—	—
Erysipelas ...	...	—	—	—
Malaria ...	...	—	—	1.4
Measles ...	...	—	—	.2
Mumps ...	...	—	—	—
Pneumonia ...	...	—	—	.2
Relapsing Fever ...	...	—	—	—
Scarlet Fever ...	...	—	—	.6
Smallpox ...	...	—	—	—
Tuberculosis ...	...	—	—	.4
Typhoid Fever ...	...	—	—	—
Typhus Fever ...	...	—	—	—
TOTALS...	...	Nil	1	1
				2.4

## Diphtheria.

"INGARO," S/S. from Oxelosund.

Arrived 24th November, 1947.

Boarded on arrival by Port Medical Officer of Health, the Master reported sickness of deck boy, Kurt H. Mortensen, aged 16 years.

Patient was examined and later removed to Hospital for Infectious Diseases, suspected to be suffering from Diphtheria, which diagnosis was confirmed on the 26th November.

The infected quarters on board were disinfected, the immediate contacts were kept under observation and no further cases developed.

## Deaths.

"DILOMA" M/V., from Trieste-Venice-Haifa.

Ashore Hendon Beach p.m., 18th March, 1947.

Two Chinese ratings: Goh-Chung, aged 35 years, and Tan-Siok, aged 37 years, were landed from a tug which had picked up survivors from the wreck.

Both bodies were examined by the Port Medical Officer of Health, and subsequently removed by the Borough Police to the Mortuary at the General Hospital.

"QUEENWORTH" S/S., from London.

Arrived 20th June, 1947.

Ordinary Seaman W. Monaghan, aged 19 years, accidentally drowned.

Body later recovered by the River Wear Police and removed to the Mortuary.

### Acute Appendicitis.

"ACTUALITY" M.V., 22/2/47.

Left this port for London, Saturday, 22nd February, 1947.

At 5.30 p.m., same day, a message was received from H.M. Coastguard Station, Cliffe Park, Roker, that a vessel was off the port flying signal: "Require immediate medical assistance."

Arrangements were made for an ambulance to await arrival of vessel at the Corporation Quay, where the Port Medical Officer of Health and Inspector Pickering boarded the vessel and found Ordinary Seaman Reginald Demuth, aged 18 years, of Barnstaple, Devonshire, suffering from Acute Appendicitis.

The patient was removed to Cherry Knowle E.M.S. Hospital, where an inflamed appendix was subsequently removed.

### Suspected Diphtheria.

"RIO-TUECO" S/S., 22/2/47. New vessel.

A telephone message was received from the Central Police Station at 9.30 p.m., stating that two Officers from this vessel were then at this station demanding immediate medical assistance for a seaman suspected to be suffering from Diphtheria.

An ambulance was called by the Port Medical Officer of Health, who proceeded to the vessel in company with Port Health Inspector Pickering.

The patient was removed to the Hospital for Infectious Diseases, Hylton Road, together with his effects for disinfection. The remaining Officers and crew were advised to gargle twice daily.

The case was later diagnosed as acute tonsilitis.

TABLE D.  
Cases of Infectious Sickness occurring on Vessels during the Voyage  
but disposed of prior to arrival.

Disease.	No. of cases during 1947.		No. of Vessels concerned.	Average for past 5 years.
	Passengers.	Crew.		
Chicken Pox ...	...	...	—	.2
Continued Fever ...	...	...	—	—
Diphtheria ...	...	...	—	.4
Dysentery ...	...	...	—	.4
Erysipelas ...	...	...	—	—
Malaria ...	...	...	—	1.4
Measles ...	...	...	—	.2
Mumps ...	...	...	—	.2
Pneumonia ...	...	...	—	—
Relapsing Fever ...	...	...	—	—
Scarlet Fever ...	...	...	—	—
Smallpox ...	...	...	—	—
Tuberculosis ...	...	...	—	—
Typhoid Fever ...	...	...	—	.2
Typhus Fever ...	...	...	—	—
<b>TOTALS</b> ...	Nil	Nil	Nil	3.00

### Deaths.

"EMPIRE TAGRALIA" M/V., from Curacao-London.

Arrived 29th April, 1947, when Master reported that the Chief Engineer had died as the result of Apoplexy at Curacao, on the 2nd April, 1947. Buried at Curacao, 5/4/47.

"LANDAURA" S/S., from Beira-Mombassa-Port Said-Plymouth.

Arrived 2nd June, 1947, Master reported Saloon Boy, Francis Ferrandes, aged 55 years, of Goa-India, removed to Hospital, Dar-es-Salaam, suffering from congestion of lungs. Died in Hospital, 1/5/47.

## Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1947	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
Jan. 1	Gardenia S/S. ...	2463	N. Shields	Benisaf— Nemours.	36	Gonorrhœa. Bruised left shoulder.	Fireman, to attend V.D. Clinic. Fireman, to receive medical attention. Vessel boarded on arrival by Port M.O.H.
Jan. 4	Cedarwood S/S. ...	498	Middles- brough	London—Tyne	14	Boil, right hand.	Sailor, to receive medical attention on board.
Jan. 13	Olivian Coast M/V.	291	Newcastle	Hamburg.	14	Frostbite.	4 A.B.'s. to receive medical attention.
Jan. 20	Marena S/S.... ...	110	Sunder- land.	Montrose— Boston.	9	Strained lum- bar muscle.	A.B. received medical atten- tion, proceeded home.
Jan. 21	Stelling S/S.... ...	1236	London.	Tyne—London	22	Strained wrist. Scabies.	Fireman, received medical attention on board. A.B., removed to hospital at Tyne.
Jan. 22	Graigddu S/S. ...	3575	Cardiff.	Colombo—Port Said— Liverpool.	28	Syphilis.	2 Seamen, landed at Liver- pool.
Jan. 27	Suntrap S/S. ...	487	London.	London.	16	Rheumatism.	Fireman, to receive medical attention.
Feb. 1	Cimbria S/S. ...	1316	Denmark.	Gdynia— Oxelosund.	26	Influenza. Synovitis. Pyorrhœa.	Master, Chief Officer, Asst. Engineer, and Cook. Fireman.
Feb. 4	Rogate S/S. ...	1569	London.	London.	23	Suspected Du- odenal ulcer.	2 Firemen, all attended to by G.P. on board. Master, proceeded home for treatment.
Feb. 4	Watson Ferris S/S. ...	1041	London.	London.	33	Sore Throat.	Fireman, to receive medical attention.
Feb. 13	Thrift S/S. ...	273	Aberdeen	Aberdeen.	12	Sepsis, right hand.	A.B., to receive medical attention.
Feb. 14	Burnhope S/S. ...	1641	Newcastle	Sfax—Gibral- tar—Liverpool.	32	Accident at sea.	Fireman, removed to hos- pital at Sfax.
Feb. 21	Afterglow S/S. ...	485	London.	London.	17	Burns, right hand.	Fireman, to receive medical attention.
Feb. 22	Actuality M/V. ...	545	London.	Devonport.	12	Suspected Duodenal Ulcer.	Master, attended on board by G.P., advised to pro- ceed home for treatment.
Feb. 22	Actuality M/V. ...	545	London.	From Sea.	12	Acute Appendicitis.	O.S., removed to Cherry Knowle Hospital. Vessel boarded immediately up- on arrival by Port M.O.H.
Feb. 24	Rio-Tueco S/S. ...	3177	Argentine	New Vessel.	34	Acute Ton- silitis.	Fireman, removed to H.I.D. Hospital. Vessel boarded by Port M.O.H.

## Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1947	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
Feb. 27	Vindo S/S. ...	1340	Sweden.	Narvik.	25	Scabies. Suspected V.D.	4 A.B's., 1 Fireman, received medical attention. Deck Boy, received medical attention. Vessel boarded by Port M.O.H.
Feb. 27	Modasa S/S....	5636	Glasgow.	Beira—London.	160	Accidental injuries.	4 Members of native crew to be examined by Federation Doctor. Vessel boarded by Port M.O.H.
Feb. 28	Brockley S/S. ...	820	London.	London.	19	Injury to right hand. Injury to left hand.	Fireman } To receive medical attention. A.B. }
Mar. 3	Frivolity M/V. ...	189	London.	Kings Lynn.	8	Injury to left hand.	A.B., to receive medical attention.
Mar. 3	British Commerce M/V	3334	London.	Abadan—Port Said—Rotterdam.	44	Syphilis.	Engineer, removed to hospital Abadan. Vessel boarded on arrival by Port M.O.H.
Mar. 10	Crichtoun M/V. ...	454	Leith.	London.	15	Sprained right foot.	A.B., to receive medical attention.
Mar. 18	Clune Park S/S. ...	2133	Greenock	Hornillo—Nemours.	39	Gonorrhœa. Injury to rib.	O.S. } To attend V.D. A.B. } Clinic. Fireman, received medical attention at Hornillo. Vessel boarded on arrival by Port M.O.H.
Mar. 18	Diloma M/V. ...	4707	London.	Trieste—Venice—Haifa.	48	Shock and injury to leg. Shock and injury to head. Shock.	3rd Engineer, admitted to Royal Infirmary. Seaman. 33 members of Chinese crew, removed to Cherry Knowle Hospital. Survivors of wreck examined by Port M.O.H. on arrival at Authority's Offices.
April 4	Rogate S/S. ...	1569	London.	Hartlepool—London.	24	Internal injuries (accident)	2nd Officer, removed to Hospital, Hartlepool.
April 11	Selworthy Beacon S/S. ...	1935	London.	Hornillo.	30	Gastritis.	3rd Officer, received medical attention Hornillo.
April 11	Selworthy Beacon S/S. ...	1935	London.	Hornillo.	30	Neurasthenia.	5th Engineer, to receive medical attention from Federation Doctor. Vessel boarded on arrival by Port M.O.H.

## Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1947	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
April 20	Lea-Grange S/S. ..	1642	Newcastle.	Hamburg.	31	Fractured Fibula.	A.B., to receive medical attention. Vessel boarded on arrival by Port M.O.H.
April 22	Seduality M/V. ..	249	London.	Ipswich.	8	Bronchial Asthma & Cardiac Strain.	Cook, received medical at- tention from G.P. and Fed- eration Doctor, to proceed home.
April 23	Clipper M/V. (Fish)	17	Sweden.	Gothenborg via. fishing grounds.	6	V.D.	Sailor, to attend V.D. Clinic.
April 29	Benjamin Sherburn S/S. ....	1619	London.	Plymouth.	31	Abdominal pains.	A.B., treated aboard.
May 2	British Holly M/V. ..	4918	London.	Barein-Suez- London.	52	Sepsis (mouth).	Chief Engineer, received med- ical attention London, fur- ther treatment at Sunderland.
						Injury to back.	A.B., removed to hospital at Haifa.
						Gonorrhœa.	Rating, removed to hospital Abadan.
May 2	Irene K. /SS. ..	2980	London.	Melilla-Lisbon	37	Pyorrhœa.	O.S., to receive medical at- tention from Federation Doctor.
						Indigestion.	Donkeyman, treatment a- board.
						Injury to left thigh (accident).	Fireman, treated aboard.
May 2	Empire Perdita S/S.	4940	S. Shields	Buenos Aires- Rio de Janeiro- St. Vincent- London.	40	Gonorrhœa.	Fireman, to attend V.D. Clinic. Vessel boarded on arrival by Port M.O.H.
May 17	Modi M/V. (Fish) ...	19	Sweden.	Haugesund via fishing grounds.	7	Urethritis & Orchitis, left.	A.B., received medical at- tention London. Removed to Royal Infirmary, Sun- derland. Vessel boarded on arrival by Port M.O.H.
May 17	Pencarrow S/S. ..	2955	Falmouth	Melilla.	38	Sepsis, right hand.	Deckhand, to receive medical attention.
May 19	Lisa M/V. (Fish) ..	18	Sweden.	Skagen via fishing grounds.	6	Syphilis and Gonorrhœa.	A.B. } To attend V.D. Fireman. } Clinic. Vessel Fireman. } boarded on ar- Fireman. } rival by Port M.O.H.
						Gonorrhœa.	
						Soft Chancre.	
						Boils.	Deckhand, to receive medi- cal attention.

## Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date, 1947	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
May 22	Jaguar S/S. ...	1218	Sweden.	Gijon.	27	Gonorrhœa. Gonorrhœa. Heat Rash.	Rating. } Referred to V.D. O.S. } Clinic. Cook, to receive medical attention. Vessel boarded on arrival by Port M.O.H.
May 23	Brockly S/S. ...	820	London.	London.	19	Carbuncle, left leg.	Chief Officer, to receive medi- cal attention.
May 24	Kyloe S/S. ...	1694	Newcastle	Hull- Oxelosund- Grangemouth	29	Yellow Jaundice.	Cabin Boy, landed at Hull.
May 30	Cormount S/S. ...	1601	London.	London.	22	Bruised Ribs (accident).	A.B., treated at Royal In- firmary, Sunderland.
June 6	Fortuna M/V. ...	96	Holland.	Boom-Tees.	7	Bronchial Catarrh.	Passenger, daughter of Master, treatment pre- scribed by Deputy Port M.O.H.
June 9	Albert S/S. ...	982	Sweden.	Grangemouth- Stettin.	21	Synovitis.	Fireman, removed to Cherry Knowle Hospital, Sun- derland. Vessel boarded on arrival by Port M.O.H.
June 11	Virginian Coast S/S.	946	Newcastle	Hamburg- Tyne.	17	Heat Rash.	Fireman, paid off Tyne, 10/6/47.
June 12	Ottinge S/S....	1721	Cardiff.	Rotterdam- Spezia- Almeria.	29	Appendicitis.	A.B., removed to hospital, Rotterdam.
June 15	Samuel Shreve S/S....	1014	London.	Kiel-Rauma.	32	Gonorrhœa. Gonorrhœa. Coroneal Ulcer and Acute Conjunctivitis	A.B. } Referred to V.D. Fireman } Clinic. Chief Officer, removed to Eye Infirmary, Sun- derland. Vessel boarded on arrival by Port M.O.H.
June 16	Vagn M/V. (Fish) ...	26	Norway.	Haugesund via fishing grounds.	6	Injury to hand.	Deckhand, removed to Royal Infirmary, Sun- derland.
June 17	Zwaluw M/V. ...	106	Holland.	Bridport.	6	Shingles.	A.B., treatment prescribed by Port M.O.H.
June 20	Rodney Baxter S/S.	1041	London.	Kiel-Stettin.	30	Cataract (both eyes). V.D. Lumbago. Constipation.	Fireman. } All referred to Fireman. Federation Fireman. Doctor.
June 23	Triantha M/V. ...	171	Holland.	Oslo- Ejerslev.	6	Gastritis.	Chief Engineer, to receive medical attention.
July 11	Stanlodge S/S. ...	4049	London.	Three Rivers.	42	Gonorrhœa. Tonsilitis.	Fireman, received medical attention at Three Rivers. 2nd Cook, to receive medical attention. Vessel boarded on arrival by Port M.O.H.

## Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1947	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
July 18	Scandinavic S/S. ...	1295	Finland.	Stettin-Hel- singfors- Kotka.	28	Foreign body in eye.	Bosun, to attend Eye Infirmary, Sunderland.
July 23	Hillsider S/S. ...	1103	Newcastle.	Lubeck-Abo- Marinka- Kiel.	21	Rheumatism.	E.D.H., removed to hospital Kiel.
July 28	Hera S/S. ...	797	Sweden.	Tel-a-Viv- Haifa- Famagousta- Sousse.	24	Soft Chancre. Soft Chancre.	A.B. } Referred to V.D. A.B. } Clinic. Vessel boarded on arrival by Port M.O.H.
						Skin Rash.	Trimmer, removed to hos- pital, Alexandria, 28/6/47.
						V.D. and Abcess on right knee.	A.B. } Referred to V.D. A.B. } Clinic.
						V.D. Post operative scars and severe burns	A.B. Passenger, treatment aboard boarded on arrival by Port M.O.H.
Aug. 7	Hermann S/S. ...	242	Germany	Hamburg.	11	V.D.	A.B., referred to V.D. Clinic.
Aug. 13	Springtide S/S. ...	892	London.	Lovkolmen- Sandrik- Kiel.	27	Boils.	A.B., received medical at- tention at Lovkolmen.
Aug. 14	Moorlands S/S. ...	168	Methil.	Aberdeen.	10	Suspected V.D.	A.B., medical attention at Lovkolmen.
Aug. 14	Eastwood S/S. ...	901	London.	London.	18	Swelling right leg.	Chief Engineer, landed at Aberdeen for medical attention.
Aug. 15	Elizabeth S/S. ...	362	Germany	Bremen-Lu- beck-Kiel.	15	Laceration of Skull.	O.S., removed to Royal Infirmary, Sunderland.
Aug. 18	Sea Minstrel S/S. ...	1695	Dover.	Bilbao.	35	Diarrhoea and Vomiting.	Fireman, treated aboard. Vessel boarded on arrival by Port M.O.H.
Aug. 19	Waldo Hill S/S. ...	993	London.	Marikarvia.	32	Influenza.	Greaser, received medical attention Bilbao. Vessel boarded on arrival by Port M.O.H.
Aug. 20	Clair T S/S. ...	171	London.	Tyne- London.	10	Injury to Skull (accident).	Fireman, received medical attention at Marinkarvia. Vessel boarded on arrival by Port M.O.H.
Aug. 20	Esso-Dakotah S/S. ...	349	Grange- mouth.	Saltend.	16	Burns, left forearm.	Master, being treated aboard.
						Burns to Back (accident).	Chief Officer, treatment aboard.

## Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1947	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
Aug. 24	Aldo M/V. ...	96	Holland.	Sundby.	8	Knife wounds right ribs.	Sailor, to receive medical attention.
Aug. 25	Agios Vlasios S/S. ...	1835	Greece.	Hamburg.	38	Yellow Jaundice.	Trimmer removed to the General Hospital, Sunderland.
Aug. 30	Tornus M/V. ...	4756	London.	San-francisco- Panama- Rotterdam.	55	Suspected Syphilis.	A.B., removed to hospital, Pedro-Miguel, Panama.
Aug. 31	Nicola S/S. ...	2910	Greece.	Melilla.	36	Laceration of right hand.	Asst. Cook, to receive medical attention. Vessel boarded on arrival by Port M.O.H.
Sept. 1	Persian Coast S/S. ...	323	Newcastle.	London.	14	Suspected V.D.	A.B., referred to V.D. Clinic.
Sept. 8	Svein Jarl S/S. ...	1177	Norway.	Malta-Piræus -Sousse.	31	V.D.	3 A.B's., referred to V.D. Clinic.
Sept. 9	Northleigh S/S. ...	3206	London.	Under repair since 12/7/47	37	V.D.	Fireman, referred to V.D. Clinic.
Sept. 19	L'Emerillon S/S. ...	4245	Canada.	Montreal- Three Rivers.	43	Stomach trouble. Gastritis.	2 A.B's. treated aboard.
Sept. 22	Avisbrook S/S. ...	1642	London.	Yarmouth N.S. (Canada).	36	Scabies. Gonorrhœa.	Fireman, paid off at Three Rivers. Vessel boarded on arrival by Port M.O.H. A.B., proceeded home.
Sept. 28	Gunda M/V. ...	1156	Sweden.	Alexandria- Haifa-Ar- zew-Oran.	33	Septic wound right ankle.	Fireman, referred to V.D. Clinic. Vessel boarded on arrival by Port M.O.H.
Oct. 2	L'Emerillon S/S. ...	4245	Canada	See Entry 19/9/47.	43	Injury to knee (Syno- vitis). Injury to wrist.	Motorman, treated aboard. Vessel boarded on arrival by Port M.O.H.
Oct. 14	Thetis S/S. ...	1117	Sweden.	Lapaluoto.	23	Hernia (Inguinal).	Chief Officer, result of X-ray showed no bone injury or Arthritic condition of knee
Oct. 18	Belgrave S/S. ...	605	Guernsey	Guernsey.	14	Yellow Jaundice.	Seaman, receiving treatment from G.P.
Oct. 19	Karesuando S/S. ...	1849	Sweden.	Narvik.	33	Constipation, Varicose Veins and Ulcer.	Donkeyman, paid off and repatriated to Sweden from Lapaluoto.
							A.B., examined by Federation Doctor, proceeded home for treatment.
							Chief Steward, treatment prescribed by Port M.O.H.
							Vessel boarded on arrival by Port M.O.H.

## Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1947	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons	Sickness or Casualty	Remarks
Oct. 23	Virginian Coast S/S.	946	Newcastle.	Hamburg- Tyne.	17	Streptoccal Throat. Sore Throat.	Chief Officer, removed to H.I.D. for observation. Master, proceeded home for treatment.
Oct. 31	Fri M/V. ... ...	144	Denmark	Ejerslev.	12	Severe Burns (left forearm).	2nd Engineer, removed to General Hospital after re- ceiving medical attention from Port M.O.H., who boarded vessel on arrival.
Nov. 1	Sir David S/S. ... ...	697	London.	London.	17	Sceptic right hand.	Fireman, treated by Federa- tion Doctor.
Nov. 7	Hawkwood S/S. ... ...	1893	London.	London (arrived 28/10/47).	21	Lacerated R. ankle (accident).	A.B., to receive medical attention from Federation Doctor.
Nov. 8	Aghai Thalassini S/S	2373	Greece.	Melilla.	35	Toothache.  Syphilis.	Fireman, to receive dental treatment.  Fireman, attended by G.P. and referred to V.D. Clinic Vessel boarded on arrival by Port M.O.H.
Nov. 12	Virginian Coast S/S.	946	Newcastle.	London- Goole.	18	Boils right leg (sus- pected blood poisoning).	2nd Engineer, received medi- cal attention at London.
Nov. 24	Ingardo S/S. ... ...	1142	Sweden.	Oxelosund.	23	Pain in right ear.	A.B., to attend General Hospital. Vessel boarded on arrival by Port M.O.H.
Nov. 29	Elbing VIII. S/S. ... ...	335	Germany.	Kiel-Lubeck.	13	Carbuncle right forearm.	Fireman, to attend General Hospital for treatment. Vessel boarded on arrival by Port M.O.H.
Dec. 1	Argantock S/S. ... ...	415	Greenock.	Hamburg- Yarmouth.	12	Hæmorrhoids.	Fireman, proceeded home for medical attention.
Dec. 3	Esso-Dakotah S/S.	349	Grange- mouth.	Killingholme.	10	Syphilis.	Seaman, paid off.
Dec. 5	Baron Graham S/S.	1957	Ardrossan	Melilla.	35	Gastric Ulcer.	2nd Engineer, to receive medical attention. Vessel boarded on arrival by Port M.O.H.
Dec. 9	Carslogie S/S. ... ...	2316	Glasgow.	Oxelosund.	37	Gonorrhœa. Gonorrhœa. Soft Chancre. Infused wound to left eye lid.	Seaman. } Referred to V.D Seaman. } Clinic. Fireman. }
Dec. 15	Inga-Margrethe M/V (Fish) ... ...	10	Denmark	Esbjerg via fishing grounds.	4	Bladder infection.	E.D.H. received treatment aboard. Vessel boarded on arrival by Port M.O.H. Cook, received medical attention from G.P.

**Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.**

Date. 1947	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty	Remarks
Dec. 20	Chemong S/S. ....	1116	Montreal.	London.	27	Lacerated right leg (accident).	Fireman, proceeded home for medical attention.
Dec. 20	Tempo S/S. ....	2189	Newcastle.	Melilla.	34	Lacerated index finger, right hand.	Chief Cook, receiving medical attention. Vessel boarded on arrival by Port M.O.H.

## VENEREAL DISEASES.

Total No. of Seamen treated at the V.D. Clinic, Royal Infirmary,  
during the year 1947.

British	Total	Foreign	Total
Syphilis ... ... ... ...	22	Syphilis ... ... ... ...	16
Soft Chancre ... ... ...	1	Soft Chancre ... ... ...	1
Syphilis and Gonorrhœa...	1	Syphilis and Gonorrhœa...	—
Gonorrhœa ... ... ...	44	Gonorrhœa ... ... ...	15
Not Venereal Disease ... ... ...	57	Not Venereal Disease ... ... ...	19
Total ...	125	Total ...	51

## PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

Number of parrots, etc., which came under the notice of the Officers during the year ...	...	Nil
Number of notices issued in respect of parrots, etc. ...	...	Nil
Number exported in respect of notices served ...	...	Nil
Number destroyed ...	...	Nil
Number admitted under Ministry of Health permits ...	...	Nil
Bodies of birds sent for investigation of Ministry of Health ...	...	Nil
Number transhipped on through bills ...	...	Nil

## DANGEROUS DRUGS.

(S.R. and O., 1937, No. 560/13 (3).

Date.	Name of Vessel.	Drug required.	Action taken.
28/3/47.	S/S. Mocamedes	... 4 Tab. Morphine, Sulphur Gr. $\frac{1}{4}$ I. 1/3 oz. Tr. Opii. 6 Tubonic Ampoule Syringes of Omnopon, each with 11/40 Gr. Morphine. 6 × 60s M.&B. 760, 1 oz. Sulphanilamide Powder, 1 Tin Jelonet B.	Application granted.
19/6/47.	S/S. Armilla. ...	Two Outfits each containing 25 Morphine Tablets ( $\frac{1}{4}$ Grain).	Application granted.
15/10/47.	S/S. Rio Chico	Two Tins each containing 6 Ampoules Syringes of Tubonic "Omnopon" Gr. 11/20 (Morphine 11/40), Special Lifeboat Pack.	Application granted.

## V. MEASURES AGAINST RODENTS.

565 Vessels have been searched for rats and/or their Deratination Certificates examined during the past year, compared with 401 for the corresponding period of 1946. Rat destruction was carried out on board of 22 vessels as against 34 vessels in 1946, resulting in the destruction of 315 rats compared with 572 for the preceding year.

886 rats were destroyed, principally by trapping, at warehouses and wharves on the river and docks, compared with 860 for 1946, making a total of 1,201 for 1947 as compared with 1,432 for the previous year.

The destruction of 53 mice on board of vessels and 39 mice on shore premises is also to be recorded.

In addition, 1,845 poison baits, compared with 2,515 for the preceding year, were laid at various points where trapping was considered futile, the result of which cannot be properly estimated.

Three rats have been submitted for bacteriological examination during the past year.

The total number of visits paid to vessels was 1,361, and to shore premises 824 during 1947, for the purpose of rat destruction, as compared with 1,025 visits to vessels and 1,202 visits to shore premises during 1946.

### (1). Steps taken for the detection of Rodent Plague.

(a). In ships in port. On all vessels, whether in possession of a valid certificate or not, enquiries are made as to the prevalence and mortality of rats on board and systematic inspection is carried out by the Authority's Rat Catcher on all vessels arriving directly or otherwise from infected ports; also on vessels engaged in carrying grain and general cargo. If there is the slightest evidence of rats on board, traps are set or poison baits laid.

Specimen rats recovered from these vessels are submitted for bacteriological examination. In addition, there is an understanding with the stevedores to report any dead rats found during discharge of cargo.

(b). Similar measures are adopted when dealing with quays, wharves, warehouses, etc., in the port area.

### (2). Measures taken to prevent the passage of rats between Ships and Shore.

All vessels from infected or suspected ports and all vessels carrying grain cargoes are required to place efficient rat guards on all mooring ropes. Where the supply of rat guards is insufficient, the mooring ropes are to be covered daily with fresh tar for a distance of three feet from the edge of the quay outwards.

Gangways used for the purpose of discharging cargo to be withdrawn when the vessel is not working.

### (3). Methods of Deratination.

#### (a). Ships.

1. Fumigation by Sulphur Dioxide gas which is generated by burning sulphur, 3 lbs. of sulphur to each 1,000 cubic feet of space, minimum time of exposure, 8 hours.

2. Hydrogen Cyanide which is generated by the vaporisation of liquid Hydrogen Cyanide: 2 ozs. per 1,000 cubic feet for cargo spaces and storerooms; 1 oz. per 1,000 cubic feet for living quarters and other places not used for stores or cargo. Minimum time of exposure, 2 hours.

3. Trapping and laying of poison baits.

(b). Premises in the vicinity of Docks and Quays.

Trapping and the laying of poison baits are the only methods used.

(4). Measures taken for the detection of rat prevalence in Ships and on Shore.

Enquiries are made on all vessels from members of the crew, stevedores and workmen, and where necessary a systematic search for excreta, nests, gnawings, runs or damage to cargo or stores is made by the Authority's Rat Catcher under the supervision of an Inspector.

Vessels discharging cargoes are visited daily for the purpose of ascertaining whether they are any dead rats, or if it is necessary to set traps. All premises in the port area are frequently and systematically searched for evidence of rat infestation by the Authority's Rat Catcher, and where rat infestation exists, trapping and poisoning is carried out. Large areas in the docks which were closed during the war years, are to be again used for the storage of timber ; these areas will be subject to a systematic inspection for rat prevalence, and, where necessary, poison baits will be laid.

### (5). Rat-proofing.

(a). To what extent are the Docks, Wharves, Warehouses, etc., ratproof?

The rat-proofing of docks and wharves still presents a difficult problem, the old wooden wharves and quays still offer considerable harbourage to rats. With regard to the stacking of timber and pit-props the importers have been asked to raise the bases of the stacks, but this has been done only in a few instances.

The number of poison baits laid by the Authority's Rat Catcher at the timber yards totalled 299, of these 269 were definitely taken. The number of dead rats recovered from these premises as the result of trapping and poisoning, etc., totalled 83.

(b). Action taken to extend rat-proofing.

1. In ships. When vessels are examined for the purpose of issuing Deratification and Deratification Exemption Certificates any harbourages, runs, gnawnings, defective bulkheads giving access to stores, etc., are brought to the notice of the Master or Owner and practical suggestions made for remedying same.

The infestation of the "Collier" type of vessel with rats, during 1947, has shown a marked decrease. Fumigation was carried out on board of one of these vessels and trapping and poisoning aboard of six, resulting in the destruction of 24 rats.

2 On shore A good look-out is kept on all wharves and warehouses for defects and accumulations likely to cause harbourage for rats, and when found the matter is taken up with the owner or tenant and instructions given to remedy the defects and remove accumulations.

Rat-proofing at the principal warehouses on the docks and river has been maintained in a satisfactory condition.

### Rats Destroyed during 1947.

TABLE E.

### (1). On Vessels.

TABLE F.

## (2). In Docks, Quays, Wharves and Warehouses.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total for year
Black...	3	—	—	8	11	6	1	—	—	5	26	11	71
Brown ...	56	58	100	76	71	122	53	90	66	17	71	35	815
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	Plus 39 Mice
Examined ...	—	—	—	—	—	—	—	—	—	—	—	—	Nil
Infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	Nil
													Nil

TABLE G.

## Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from plague-infected Ports arriving in the Port during the year.

Total Number of such Vessels arriving	Number of such Vessels fumigated by SO <sub>2</sub>	Number of Rats killed	Number of such Vessels fumigated by H.C.N.	Number of Rats killed	Number of such Vessels on which trapping, poisoning, etc., were carried out	Number of Rats killed	Number of such Vessels on which measures of Rat destruction were not carried out
1	2	3	4	5	6	7	8
11	Nil	Nil	4	116 Plus 53 Mice	6	81	3

TABLE H.\*  
 "Deratisation" Certificates and Deratisation "Exemption" Certificates issued during  
 the year 1947.

Net Tonnage	No. of Ships	No. of Deratisation Certificates Issued						No. of Deratista- tion Exemption Certificates Issued	Total Certificates Issued		
		After fumigation with			After trapping, poisoning etc.	Total					
		H.C.N.	Sulphur	H.C.N. and Sulphur							
1	2	3	4	5	6	7	8	9			
Ships up to 300 tons ... ...	22	Nil	Nil	Nil	Nil	Nil	22	22			
,, from 301 to 1,000 tons	12	2	Nil	Nil	Nil	2	10	12			
,, , 1,001 to 3,000 tons	33	5	Nil	Nil	Nil	5	28	33			
,, , 3,001 to 10,000 tons	24	7	Nil	Nil	Nil	7	17	24			
,, over 10,000 tons ...	—	—	—	—	—	—	—	—			
TOTALS... ...	91	14	Nil	Nil	Nil	14	77	91			

\*Applicable only to those ports approved by the Ministry of Health for the issue of Deratisation Certificates and Deratisation "Exemption" Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926 (Form Port II). In addition to the above, two vessels of the 3,001 tons to 10,000 tons class, fumigated with H.C.N. shortly after arrival, extensive repairs were completed, and later the agents applied for and were issued with a Deratisation "Exemption" Certificate for each vessel.

#### INSPECTOR'S MONTHLY REPORT.

Date of Report 1947	Description of Ships			Nationality		Trade Engaged in		Total Ships Exmd.	Sanitary Condition		Written Notice	Verbal Notices	Total Written & Verbal Notices
	Steam	Motor	Sail	British	Foreign	Coast	Foreign		Good	Bad	Served		
29th Jan. ...	88	13	Nil	97	4	90	11	101	93	8	2	6	8
21st Feb. ...	122	23	Nil	136	9	135	10	145	133	12	Nil	12	12
21st Mar. ...	121	33	Nil	145	6	141	10	154	138	16	1	15	16
25th April ...	143	37	Nil	161	11	158	14	180	163	17	4	13	17
17th May ...	91	31	Nil	102	9	96	15	122	113	9	1	8	9
20th June ...	152	68	Nil	179	24	171	32	220	198	22	0	22	22
		2/F.B.			2/F.B.	2/F.B.	2/F.B.	2/F.B.					
25th July ...	155	53	Nil	182	26	174	34	208	196	14	2	12	14
22nd Aug. ...	120	40	Nil	137	23	125	35	160	150	10	0	10	10
18th Sept. ...	117	41	Nil	135	23	132	26	158	141	17	1	16	17
					2F	2F	5F	5F					
24th Oct. ...	196	52	Nil	216	30	211	35	248	231	17	2	15	17
					5F	5F	6F	6F					
21st Nov. ...	114	38	Nil	134	13	128	19	152	139	13	1	12	13
					6F	6F							
19th Dec. ...	111	34	Nil	128	11	127	12	145	133	12	0	12	12
31st Dec. ...	37	8	Nil	43	2	40	5	45	42	3	0	3	3
Totals in 1947	1,567	473	Nil	1,795	245	1,729	311	2,040	1,870	170	14	156	170
Totals in 1946	1,307	342	Nil	1,544	105	1,432	217	1,649	1,471	178	24	152	176

F. Fishing Vessels.

F.B. Flying Boats.

## VI. HYGIENE OF CREW'S SPACES.

TABLE J.

## Classification of Nuisances.

Nationality of Vessel	Number inspected during 1947	Defects of original construction	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health
BRITISH ... ... ...	1,795	23	286	324
OTHER NATIONS ...	245	Nil	3	4

The above table is a classification of the nuisances and defects found to exist on board the 2,040 vessels inspected during the past year.

Of this number, 170 or 8.3% were found to have one or more nuisances or sanitary defects, composed for the most part of dirty or verminous quarters, foul W.C.'s., bilges, peak and ballast tanks, defective port lights, defective stoves and fittings, leaky decks, defective W.C.'s., doors, etc.

With the exception of 19 vessels which left the port before the necessary work was completed or only partially completed, and 5 undergoing refit, all the nuisances and defects were remedied. On the 2,040 vessels inspected there were 31,569 men living, being an average of 15.4 men per vessel.

## Smoke Nuisances

There are also three smoke nuisances to report.

Representation made by members of the Port Health Authority staff to the Masters or Engineers of the vessels concerned met with a very courteous response and an immediate abatement of the nuisance.

Two of the vessels concerned were motor vessels, the other a steamship.

## Nuisances and Defects dealt with.

Nature of Nuisances or Defects	No. of Vessels concerned
Accommodation, additional ...	1
Accommodation, to cleanse and paint	62
Accommodation, to reconstruct	6
Accommodation, Verminous ...	27
Accumulation of refuse on deck	26
Accumulation of refuse in poop space	1
Accumulation of stale fish in refrigerator, to remove	1
Accumulation of stale food, to remove	1
Ballast Tanks, to cleanse	6
Ballast Tanks, to repair	1
Bathroom, additional required	1
Bathroom, doors, hooks to provide	2
Bathroom, seat to provide ...	1
Bathroom, waste pipe choked	1
Bedding, Dirty	32
Bilges, to cleanse	15
Black-out Paint, to remove from portlights, skylights or deck prisms	7
Bogies and funnels, to renew, or repair	8
Bulkhead leading into accommodation, leaking	1
Bunker to bogey in accommodation, to remove	1
Bunk Curtains, to cleanse	1
Bunks, remove from ships' side—to inboard	1
Central heating stoves, to repair, or renew	4
Cleansing utensils, to provide	1
Clothes Lockers, to cleanse	3
Condensation, in accommodation	1
Cooler, to cleanse	1
Deadlights, to renew, or repair	3
Deckhead, leaking	33
Deckhead, of accommodation to renew, or repair	5
Deck, of accommodation to renew, or repair	1
Deck opening, to chain locker, in crew's accommodation, to seal off	1
Deck prisms, to renew, or repair	2
Doors to accommodation, to repair, or locks to provide, or repair	18
Domestic water filter, to renew	1
Drawers, to cleanse	1
Emergency escape door, leaking into accommodation	1
Esparto grass in shelter deck, to remove and burn	1
Escape scuttle, to renew	1
Food lockers, to cleanse	8
Food lockers, inadequate	1
Foul water, in accommodation	5
Foul water, in bathroom	2
Foul water, in washroom	4
Fresh water pump, to renew, or repair	1
Fresh water, supply to provide to washbasins	1
Fresh water supply pipe, choked, to renew, or repair	1

Nature of Nuisances or Defects	No. of Vessels concerned
Fresh water tanks, additional, to provide	1
Fresh water tanks, to cleanse	48
Fresh water tanks, to renew...	3
Fresh water tanks, to repair...	2
Galley, additional, to provide	1
Galley, boiler to repair	1
Galley, to cleanse, or repaint	4
Galley, deck to repair or renew	5
Galley, skylights to renew, or repair	6
Galley, slop sink to repair	2
Galley stoves, to renew or repair	40
Galley table, to repair	1
Galley, Verminous	15
Galley, water heater, to renew, or repair	1
Hawse pipe, to repair or renew	2
Hospital, Verminous	1
Hospital, washbasin to provide	1
Hot water system, pipes to renew in bathroom	1
Icebox, to dispose of and install refrigerator	1
Insulation on deckhead, and shell plating, to renew	1
Leaking manhole cover in accommodation	1
Leakage of water from steering flat into crew's accommodation	1
Lighting, insufficient	3
Locker in forecastle, to ventilate	1
Meat safe, to renew, repair and cleanse	1
Messrooms, floors to repair	1
Messrooms, to cleanse or paint	42
Messrooms, Verminous	3
Pantry, Verminous	8
Pantry, to cleanse	2
Pantry, table to renew	1
Pantry, waste pipe choked	1
Potato locker, floor to renew	1
Portlights, repair, re-rubber, or renew glass	63
Portlights, screws to free	2
Provision room, additional, to provide	1
Provision room, to cleanse, or repaint	8
Provision room, Verminous	3
Provision room, repair ladder, provide shute	1
Prophylactic measures, (anti-Malarial)	3
Pulse bins, to renew	1
Refrigerator, to cleanse	3
Refrigerator, to repair	3
Sanitary tank, to renew, repair, or cleanse	11
Scupper, to renew, repair, or cleanse	7
Shell plating, to renew, or repair, in accommodation	3
Showers, in crews' washrooms, to repair	2
Sink waste, pipe to clear, repair, or renew	3
Sink, in Gunners' room, to remove...	1
Skylights, in messroom, to repair	3

Nature of Nuisance or Defects	No. of Vessels concerned
Smoke, emission of, dense ... ... ... ... ...	3
Soil pipe, from vessel, discharging on to Quay ... ... ... ...	5
Spring taps, in washrooms, to repair, or renew ... ...	1
Steam heaters, to renew, or repair ... ...	6
Steam pipe valve, defective, entrance to provision room ...	1
Stove in Saloon, to repair ... ...	1
Tank top, leaking into accommodation ... ...	1
Tank wells, to cleanse ... ...	1
Ventilation, to accommodation, insufficient ...	2
Ventilation, to accommodation, to repair or renew ...	7
Washbasins, additional to provide ...	3
Washbasins, renew, cleanse, or provide ...	2
Washing facilities, inadequate ...	1
Washrooms, to cleanse, or repaint ...	2
Washroom skylight, renew, or repair ...	1
Waste pipes, to provide to existing washbasins ...	1
W.C.'s., accumulation of foul water ...	1
W.C. basin, to renew ...	1
W.C.'s., to cleanse, or repaint ...	8
W.C. door, to repair, or renew ...	2
W.C. flush pipes, to repair, or renew ...	10
W.C. seats, to repair, or renew ...	11
W.C. soil pipe, choked, to clear ...	7
W.C. skylight, to repair, or renew ...	1
W.C. valves, to repair, or renew ...	3
W.C. water supply, insufficient ...	2

The number of vessels constructed in the port during the year has been maintained at a high level, and it is pleasing to record that the majority of these ships are of a high-class shelter deck type of cargo vessel with a carrying capacity of 3,000 to 10,000 tons. The crew's quarters are situate in the after end of the shelter deck and are divided into two and in a small number of cases, three-berth cabins which are fitted with metal bedsteads (the uprights of same being sealed at each end, which makes them vermin-proof), and wardrobes for clean clothing. Other provisions are separate messrooms fitted with adequate food lockers, washrooms containing showers and lavatory basins with efficient drainage and in a number of cases a hot and cold water service, lockers for dirty clothing are constructed in the alleyways. Earthenware W.C. basins with anti-V.D. seats and ample flushing arrangements are provided in steel houses on deck which are adequately lighted and ventilated.

The majority of these vessels were provided with central heating for both officers and men, and in several instances drying rooms were provided for the use of the crew.

In the smaller type of new vessel, principally engaged in the home trade, it is gratifying to note a considerable improvement.

Considering the amount of available space on this class of ship, it has still been possible to provide separate messrooms, washrooms, improved sanitary accommodation and living quarters which are so constructed as to keep down infestation.

### Sanitary Accommodation at the Port.

The sanitary accommodation at the river berths is sufficient. The provision of additional accommodation on the East side of Hudson Dock has eased the situation considerably, but no doubt as the stacking of timber and pitprops proceed nuisances will re-occur.

### “Carcase of Dead Horse.”

On the 19th May it was reported by the River Wear Police that the carcase of a dead horse had been left by the ebb tide wedged in some piles at the Manor Quay, and was creating a nuisance.

The owner, who had previously reported the circumstances leading to the death of the horse by drowning, to the River Wear Police, was eventually traced, and a notice under Section 79, Public Health Act, 1936, requiring him to abate the nuisance, was served upon him by an Officer of the Port Health Authority.

When freed, the carcase was towed up river by the River Wear Police, and arrangements were made for the owner to bury the carcase upon some land that he owned adjoining the river.

The Sanitary Inspector in whose district the land was situate was informed.

### VII. FOOD INSPECTION.

The Public Health (Imported Foods) Regulations, 1937, and

The Public Health (Imported Milk) Regulations, 1926,

The Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1940.

In accordance with the powers contained in these Regulations relating to the inspection of foods arriving from foreign and home ports, the provisions have been carried out in so far as they concern the Public Health (Imported Food) Regulations, 1937. With regard to the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1940, it has not been found necessary to take any action. Samples are regularly taken by the Examining Officer of Customs in compliance with the above-named Regulations.

90 vessels have arrived at the port which were visited for the purpose of inspecting consignments of foodstuffs. . . :

On the 27th June, 1948, a written notice was received from the Landing Officer H.M. Customs and Excise, stating that 10 lbs. of smoked pork, part of a parcel of food stuffs consigned to a local resident, ex. M/V. “:FRI,” from Denmark, was detained at Custom House and requested examination of same, to determine fitness for human consumption.

The pork was found to be slightly affected by mould, and it was to be detained by H.M. Customs and Excise for a few more days; notice of detention was served.

The pork was re-examined on the 3rd July, 1947, and found still to be affected by mould, which, when trimmed off rendered meat fit for human consumption.

Notice of release given to H.M. Customs and Excise.

December 31st, 1947. Approximately 28 lbs. of dates comprising residue from broken boxes which were found in trucks and on gantry of warehouse, were examined and detained.

These dates were later condemned as unsound, unwholesome, and unfit for human consumption, and were destroyed.

During the year three samples of foodstuffs were submitted for analysis to the Public Analyst for the County Borough of Sunderland.

Results of such analysis are given in the following table:—

Nature of Sample.	Analyst's Report.
No. 1 Sample. Apricot Kernal Oil. ... ...	I am of opinion that this is a sample of genuine Apricot Kernal Oil.
No. 2 Sample. Dehydrated Onion Powder. ...	I am of opinion that this is a sample of genuine Dehydrated Onion Powder.
No. 3 Sample. Tunisian Dates.... ... ...	I am of opinion that the same are samples of genuine dates. The sample of dates were free from poisonous metals, arsenic, and preservatives.

216 landings of fish were made at the Fish Quay during 1947.

51 of these landings were made by foreign owned vessels.

Upon examination, it was found necessary to condemn as unfit for human consumption 2,583 stones of mixed fish landed by two Swedish fishing vessels.

This fish was later disposed of to a manure manufacturing company.

#### **The Public Health (Shell Fish) Regulations, 1934.**

The Regulations refer to the gathering and selling for human consumption of shell fish which may be infected.

There are no layings, private or public, within the jurisdiction of this Authority. Indiscriminate gathering of shell fish from quay walls, piers and rocks still continues, presumably for the purpose of bait. There is no control over the gatherers and possibly some of the shell fish is consumed. When it is realised that the river contains the effluent of crude untreated sewerage, it must be obvious that such shell fish is polluted and dangerous for human consumption.





P.A. 30/2/69